



## MEMORANDUM

**DATE:** December 21, 2021

**TO:** Community Advisory Council (CAC) Members

**FROM:** Aeron Arlin Genet, Air Pollution Control Officer 

**SUBJECT:** Community Advisory Council Update

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The last meeting of the Community Advisory Council (CAC) occurred on April 14, 2021. As per the CAC By-Laws, if there are no planning or rulemaking matters to discuss, District staff provides a quarterly update to the CAC. The last update to the CAC was in September 2021 and can be found [here](#) on our website.

The following items are provided as a quarterly status update.

### 2021 Air Quality Roundup

Santa Barbara County experienced many beautiful clean air days in 2021. However, similar to 2020, our air quality was affected by wildfires including the local Alisal Fire. We also saw higher ozone levels during periods of high heat and stagnant air conditions. Based on preliminary data, the District's air monitoring stations measured the following exceedances of ambient air quality standards. Additional information can be found at [www.ourair.org/air-quality-monitoring](http://www.ourair.org/air-quality-monitoring).

- **Ozone:** There was one exceedance of the federal and state 8-hour ozone standards, which are both 70 parts per billion (ppb). On June 17, the Paradise Road monitoring station recorded an 8-hour averaged measurement of 72 ppb; this occurred during a period of elevated heat in the region, when the entire state was experiencing an extreme heat event.
- **Particulate Matter:** There was one day where the state 24-hour standard for particulate matter less than 10 microns in diameter (PM<sub>10</sub>), which is set at a concentration of 50 µg/m<sup>3</sup>, was exceeded. On October 11, while the Alisal Fire was burning in the Los Padres National Forest, three air monitoring stations measured 24-hour average values that exceeded the standard (76 µg/m<sup>3</sup> at Lompoc, 61 µg/m<sup>3</sup> at Santa Barbara, and 51 µg/m<sup>3</sup> at Las Flores Canyon). The fact that there was only one exceedance day during 2021 is notable; over the last ten years, we have experienced between 8 and 49 exceedances in a given year.

## Update on Assembly Bill 617 BARCT Efforts

District staff continues to work on multiple projects related to the District Board-adopted Assembly Bill (AB) 617 Best Available Retrofit Control Technology (BARCT) Rule Development Schedule.<sup>1</sup> Here is the current update:

### BARCT for Particulate Matter (PM) Control Devices (Draft Rule 363)

Following the rule development workshop and CAC meeting in April 2021, staff has met with representatives of the affected facility (Imerys Filtration Minerals, Inc.) on multiple occasions to determine how the facility can meet BARCT requirements for PM Control Devices. The company has submitted a proposal to remove some of their older baghouses from service and retrofit the remaining PM Control Devices to comply with the BARCT standards. Once the details of this proposal have been finalized and the APCD has determined that it will achieve the required emission reductions, staff will present this information to the CAC.

### BARCT for Reciprocating Internal Combustion Engines (Revisions to District Rule 333)

This BARCT requirement involves lower emission limits for reciprocating internal combustion engines. The only source that is expected to be affected by this BARCT requirement, Pacific Coast Energy Company (PCEC) - Orcutt Hill, is currently in the process of field testing and evaluating the effectiveness of new control equipment on their existing engines, to determine what emission reduction levels are feasible. The District will review the outcome of PCEC's testing effort and will use the information to determine the appropriate BARCT emission standard for reciprocating internal combustion engines.

## State Actions Help Reduce Ozone Levels Locally

Actions at the state level by the California Air Resources Board (CARB) are critical to the District's goal of attaining and maintaining the state and federal ambient air quality standards for ozone. Recently, CARB has taken several actions that will help to reduce ozone precursor emissions and improve air quality at the local level:

- On October 28, 2021, CARB adopted its 2020 Mobile Source Strategy. The programs and concepts in this document will be incorporated into other state planning efforts including the State Implementation Plans (SIP), the Climate Change Scoping Plan update, and the Community Air Protection program. The District submitted a comment letter on this item, emphasizing the need for near-term emission reductions and the importance of voluntary programs.<sup>2</sup>
- In October 2021, CARB conducted a public workshop and issued draft measures for the 2022 State Strategy for the State Implementation Plan, a statewide plan to meet the federal 8-hour ambient air quality standard for ozone. The 2022 State SIP Strategy draft control measures include control measures that will affect a wide range of on-road and off-road vehicles, marine vessels, portable equipment, and consumer products.
- On December 9, 2021, CARB adopted amendments to its Small Off-Road Equipment (SORE) Regulation that will require most newly manufactured small off-road engines, such as those found in leaf blowers and lawnmowers, to be zero-emission starting in 2024. Also, small portable generators would be required to meet more stringent standards in 2024 and to be zero-emission starting in 2028.

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<sup>1</sup> More information is available at [www.ourair.org/wp-content/uploads/2018-12bd-d5.pdf](http://www.ourair.org/wp-content/uploads/2018-12bd-d5.pdf)

<sup>2</sup> [www.arb.ca.gov/lists/com-attach/7-2020moblesourcestrat-qw9GRmN77bVKwwm4.pdf](http://www.arb.ca.gov/lists/com-attach/7-2020moblesourcestrat-qw9GRmN77bVKwwm4.pdf)

## **2021 Vessel Speed Reduction Incentive Program**

The 2021 “Blue Whales Blue Skies” voluntary vessel speed reduction program came to a close on November 15, 2021. Once again, the program was successful in reducing air pollutant emissions and protecting endangered whale species. Right now, the team is reviewing data and crunching the numbers to quantify the benefits of the 2021 program; results are expected in the first quarter of 2022. A new website for the program was launched this fall at [www.bluewhalesblueskies.org](http://www.bluewhalesblueskies.org).

## **2022 CAC Schedule**

The new year will be busy for staff as we work to update the 2019 Ozone Plan and finalize our approach with the remaining BARCT rule requirements. We estimate that the Ozone Plan will involve at least two CAC meetings, and the BARCT items will require one or more meetings. We will work with the CAC to schedule the meetings well in advance to ensure your participation.

Wishing all of you a joyous holiday season, and a healthy new year!

This concludes the status update for this quarter. If you have any questions, please contact me ([aag@sbcapcd.org](mailto:aag@sbcapcd.org)) or Molly Pearson ([mmp@sbcapcd.org](mailto:mmp@sbcapcd.org)).

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*The CAC’s charter is to consider issues related to air pollution planning and rulemaking for which the District has jurisdiction, and to render advice to the District Board and the APCO. The CAC serves an important function by providing expertise and representation of community interests during planning and rulemaking. The CAC’s advice has helped the District Board adopt plans and rules, which have contributed to improving air quality in our county, and District staff appreciate the care and consideration you show in carrying out your service. These updates will also be posted to our website at [www.ourair.org/community-advisory-council-info](http://www.ourair.org/community-advisory-council-info).*